Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

David A. Galt, Director
Judy Martz, Governor

October 30, 2003

Janice W. Brown, Division Administrator
Federal Highway Administration (FHWA)
2880 Skyway Drive
Helena, MT 59602

Subject: **STPP 72-1(7)0**
WYOMING LINE-BELFRY
(P.M.S. Control #4065)

This is to request approval of this proposed project as a Categorical Exclusion (CE) under the provisions of 23 CFR 771.117(d), and the Programmatic Agreement as signed by the MONTANA DEPARTMENT OF TRANSPORTATION (MDT) and the FHWA on April 12, 2001. Copies of its Preliminary Field Review Report and Project Location Map are attached. This proposed action also qualifies-as a CE under ARM 18.2.261 (Sections **75-1-103** and **75-1-201, MCA**).

The following form provides the documentation required to demonstrate that all of the conditions are satisfied to qualify for a Programmatic Categorical Exclusion Approval (PCE) as initially agreed by the (former) MONTANA DEPARTMENT OF HIGHWAYS (MDOH) and the FHWA on December 6, 1989. (Note: An "**X**" in the "N/A" column is "Not Applicable" to, while one in the "UNK" column is "Unknown" at the present time for this proposed project.)

NOTE: **A response in a box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).**

	YES	NO	N/A	UNK
1. This proposed project would have (a) significant environmental impact(s) as-defined under 23 CFR 771.117(a).	☐	x		
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	☐	x		
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits would be required.	x			
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	☐	x		
2. There is a high rate of residential growth in this proposed project's area.		x		

Environmental Services
Phone: (406) 444-7228
Fax: (406) 444-7245

Web Page: www.mdt.state.mt.us
Road Report: (800) 226-7623
TTY: (800) 335-7592

	YES	NO	N/A	UNK
(3.A. – concluded:)				
3. There is a high rate of commercial growth in this proposed project's area.	___	x	___	___
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	___	x		
5. There are parks, recreational, or other properties acquired/improved under *Section 6(f)* of the *1965 National Land & Water Conservation Fund Act* (**16 U.S.C. 460L**, *et seq.*) on or adjacent to proposed the project area.	___	x		
The use of such *Section 6(f)* sites would be documented and compensated with the appropriate agencies. (*e.g.*: MDFW&P, local entities, etc.).	___	☐	x	
6. Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under *Section 106* of the *National Historic Preservation Act* (**16 U.S.C. 470**, *et seq.*) by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	___	x		
7. There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under *Section 4(f)* of the 1966 *U.S. DEPARTMENT OF TRANSPORTATION Act* (**49 U.S.C. 303**) on or adjacent to the project area.	___	x		
a. "Nationwide" Programmatic *Section 4(f)* Evaluation forms for these sites are attached.	___	☐	x	
b. This proposed project requires a full (*i.e.*: DRAFT & FINAL) *Section 4(f)* Evaluation.	☐	x	___	
B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar (*e.g.*: "state waters").	x	___		
1. Conditions set forth in *Section 10* of the *Rivers and Harbors Act* **(33 U.S.C. 403)** and/or *Section 404* under 33 CFR Parts 320-330 of the *Clean Water Act* **(33 U.S.C. 1251-1376)** would be met.	x	☐	___	
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (E.O.) #11990, and their proposed mitigation would be coordinated with the Montana Inter-Agency Wetland Group.	x	☐	___	

	YES	NO	N/A	UNK
(3.B. – concluded:)				
3. A ***124SPA*** Stream Protection permit would be obtained from the MDFW&P?	x	___	___	
4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.	x	___		
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	☐	x	___	
5. Tribal Water Permit would be required.	___	x		
6. Work would be required in, across, and/or adjacent to a river which is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system as published by the U.S. DEPARTMENT OF AGRICULTURE, or the U.S. DEPARTMENT OF THE INTERIOR.	___	x		
The designated National Wild & Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	___			
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	___			
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	___			
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	___			
In accordance with *Section 7* of the *Wild and Scenic Rivers Act* (**16 U.S.C. 1271 – 1287**), this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or U.S. Bureau of Land Management (Missouri River).	___	☐	x	
C. This is a "Type I" action as defined under 23 CFR 772.5(h), which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.	x	___		
1. If yes, are there potential noise impacts?	___	x	___	
2. A Noise Analysis would be completed.	___	☐	x	
3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.	x	☐	___	

(3. – continued:)

	YES	NO	N/A	UNK
D. There would be substantial changes in access control involved with this proposed project.	___	x		
If yes, would they result in extensive economic and/or social impacts on the affected locations?	☐	x	___	
E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:				
1. Provisions would be made for access by local traffic, and be posted for-same.	x	☐	___	
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	x	☐	___	
3. Interference to local events(*e.g.*: festivals) would be minimized to all possible extent.	x	☐	___	
4. Substantial controversy associated with this pending action would be avoided.	x	☐	___	
F. Hazardous wastes/substances, as defined by the U.S. Environmental Protection Agency (EPA) and/or the MONTANA DEPARTMENT OF ENVIRONMENTAL QUALITY (MDEQ), and/or (a) listed "Superfund" (under *CERCLA* or *CECRA*) site(s) are currently on and/or adjacent-to this proposed project.	x	___		
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	x	☐	___	
G. The Montana Pollutant Discharge Elimination System's conditions (ARM 16.20.1314), including temporary erosion control features for construction would be met.	x	☐	___	
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	x	___	___	
I. Documentation of an "invasive species" review to comply with both E.O.#13112 and the *County Noxious Weed Control Act* (**7-22-21, M.C.A.**), including directions as-specified by the county(ies) wherein its intended work would be done.	x	☐	___	

	YES	NO	N/A	UNK
(5. – concluded:)				
B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish & Wildlife Service on any Federally listed T/E Species?	☐	x		

The proposed project would not induce significant land use changes, nor promote unplanned growth. There would be no significant effects on access to adjacent property, nor to present traffic patterns.

This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (E.O.#12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (**42 U.S.C. 2000d**) under the FHWA's regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action would not cause any significant individual, secondary, or cumulative environmental impacts. Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.

Jean A. Riley, P.E.
Engineering Section Supervisor
MDT Environmental Services Bureau

Concur _____, Date: 11/04/03
Federal Highway Administration

"ALTERNATIVE ACCESSIBLE FORMATS OF THIS DOCUMENT WILL BE PROVIDED ON REQUEST."

DMH:JAR:asj:[S:\- BILLINGS DISTRICT\4065\A722**PCE.REQ**]

Attachments

copies: Bruce H. Barrett, Administrator - MDT Billings District № 5
Joseph P. Kolman, P.E. - MDT Bridge Engineer
Carl S. Peil, P.E. - MDT Preconstruction Engineer
John H. Horton, Jr. - MDT Right-of-Way Bureau Chief
D. Suzy Althof, Supervisor - MDT Contract Plans Section
David W. Jensen, Supervisor - MDT Fiscal Programming Section
Dave M. Hill, Chief - MDT Environmental Services Bureau

Montana Department of Transportation
Helena, Montana 59620-1001

Memorandum

To: Carl S. Peil, P.E.
Preconstruction Engineer

From: Ronald E. Williams, P.E. REW
Road Design Engineer

Date: October 6, 1999

Subject: **STPP 72-1(7)0**
Wyoming Line – Belfry
Control No. 4065
Work Type:

We request that you approve the Preliminary Field Review Report for the subject project.

Approved _____ Date 10/12/99
Carl S. Peil, P.E.
Preconstruction Engineer

We are requesting comments from the following individuals, who have also received a copy of the Report. We will assume their concurrence if no comments are received by two weeks from the approval date.

Distribution (all with attachment)

B. H. Barrett	C. S. Peil	R. E. Williams
D. R. McIntyre	D. P. Dusek	J. P. Kolman
R. D. Tholt	K. H. Neumiller	D. J. Blacker
P. Saindon	J. M. Marshik	T. E. Martin
B. A. Larsen	B. F. Juvan	P. A. Jomini
FHWA(HOP-MT)	~~R. E. Juvan~~	J. J. Moran
J. A. Walther		

Cc: D. W. Jensen w/ attachment
Engineering File w/ attachment
Design File w/ attachment

Preliminary Field Review Report

The field review for the subject project was held September 28, 1999 with the following personnel in attendance:

Edward Larson	Road Design	Helena
Gary Neville	DESS	Billings
Dave Hill	Enviromental	Helena
Dave Leitheiser	Hydraulic	Helena
Jim Tompkins	Surfacing Design	Helena
Bill Wandersee	Dist. Design Suprv.	Billings
Karl Berry	District Maint.	Billings
Dwane Kailey	Designer	Helena
Greg Hall	District Designer	Billings
Ryan Dahlke	Right-of-Way	Helena
Pam Kraft	Designer	Billings
Jeff Olsen	Bridge Design	Helena
Brent McCann	Right-of-Way	Billings

Proposed Scope of Work

The proposed project has been nominated as a widen/overlay project. The proposed scope of work was selected because of the age of surfacing and inadequate width.

Project Location and Limits

The project is a Minor Arterial located in Carbon County. The project begins at the Wyoming border on P-72 at RP 0.0 (English station 0+14.7 on S-136(1)) and proceeds north to RP 10.54 (English station 557+17.8 on S-136(1)) at the intersection of Secondary 308 near the unincorporated town of Belfry. Stationing runs in a northerly direction. The as-built project numbers are S-136(1), S-136(2) and F72-1(2)0.

Physical Characteristics

The original project, from RP 0.0 to RP 10.54, was built in 1961 with 61 millimeters plant mix surfacing on top of a 46 millimeter crushed top surface and 229 millimeters crushed base coarse and a surface width of 9.14 meters. The project was overlaid in 1990 with 61 millimeters of plant mix surfacing narrowing the surface width to 8.53 meters. The project was chip sealed with a leveling course placed between RP 3.0 and RP 3.2 due to swells in 1998. The general terrain is rolling in a rural setting. There is one bridge at RP 4.454 built in 1970. The structure is a prestressed concrete beam structure 79.553 meters long with a road surface width of 11.43 meters. Two of the 48 vertical curves fail to meet the stopping sight distance specifications and four of the 48 vertical curves fail to meet desirable specifications for a design speed of 90 km/h. Two horizontal curves fail to meet the minimum radius specification of 305 meters. Eleven horizontal curves have a radius less than 1165 meters without spiral curves. The maximum grade on the project is 5.90% which is steeper than the desirable maximum of 4.0%. There is also a grade of 4.40% on the project; all other grades are flatter than the maximum allowable.

Traffic Data

1999 ADT = 1270 (present)
1999 ADT = 1300 (letting date)
2019 ADT = 2130 (design year)
DHV = 340
D = --
T = 10.0%
All Trucks = --
18 Kip ESAL's = 97.13 (daily)
Growth Rate = 2.5% (annual)

Accident History

The accident rate on this section of roadway is 1.74 compared to the statewide average of 1.33. The severity rate of this section is 3.98 compared to the statewide average of 3.38. The accident rate for trucks is 0.80 compared to the statewide average of 1.01. Variations from average occurrences are as follows.

66.7% clear weather vs. 54.1% statewide average

In 1997 and 1998 the section between mileposts 5.0 and 5.5 was identified as an accident cluster location. No feasible countermeasures to address a specific accident trend were identified.

In 1997 the section between mileposts 6.2 and 6.5 was identified as an accident cluster location. No feasible countermeasures to address a specific accident trend were identified.

In 1994 the section between mileposts 7.9 and 8.4 was identified as an accident cluster location. No feasible countermeasures to address a specific accident trend were identified.

The section between mileposts 10.4 and 11.2 was identified as an accident cluster location most recently in 1996. A project for installation of luminaires and signing appears as 1996-D5-Electrical, STPHS 0002( ), CN 3640, in the 1999-2001 Statewide Transportation Improvement Program (STIP).

The recorded crashes on this section of State Primary were not concentrated at any location other than the cluster locations listed above and did not show a trend other than crashes involving a wild animal occurred with greater frequency than average on a rural primary route.

Major Design Features

Design Speed – The design speed for the project is 90 kilometers per hour based on the criteria for a minor arterial in rolling terrain.

Horizontal and Vertical Alignments – The majority of horizontal and vertical alignments will be used as is. Two horizontal curves between RP 5.5 and RP 5.7 and the vertical curves between RP 7.8 and RP 9.0 will be evaluated for reconstruction.

Typical Sections – The typical section recommendations will be determined after the existing soil survey is further analyzed. Additional soil surveys may be required. It is anticipated that a gravel and plant mix surface will be used. It was proposed to pulverize and spread the existing surface and place plant mix surfacing on the existing mat. Based on the soil survey, a straight overlay of the project would result in a base of approximately 300 mm of gravel with approximately 300 mm of PMS. The difference in surfacing thickness from the as-builts and the soil survey indicates a maintenance overlay was performed on the project between 1961 and 1990. Surfacing inslopes will be 6:1. The roadway will consist of two 3.6 meter driving lanes with 1.2 meter shoulders.

Grading – The earthwork on the project will be designed to incorporate the excavation into the embankment. Unclassified and/or special borrow may be required. Scaling will need to be done on a large cut on the right side between RP 1.0 and RP 1.4. Between RP 1.0 and RP 2.0 additional grading will be required to clean the existing ditch on the right. The existing approach and ditch block slopes will need to be flattened. The approach at RP 8.7 (Holzum Lane) has a skewed intersection on a steep grade and will need to be evaluated for redesign. There is an irrigation pump at RP 9.0 right that may impact grading and widening. There is also a concrete ditch beginning at RP 9.0 left that may impact grading and widening.

Geotechnical Considerations – A Geotechnical evaluation of the proposed project will be required. Recommendations submitted will be incorporated into the design. The major item is the apparent instability of the cut slope from RP 1.0 to RP 1.4 on the right.

Guardrail - The guardrail was updated recently with ET2000 terminal ends. The guardrail warrants will need to be evaluated after any slope flattening and in any reconstruction areas. The bridge end treatments will need to be removed and replaced to the current standard. The existing guardrail will need to be removed and reset for pulverization.

Hydraulics – There are several stockpasses and culverts on this project that will need to be evaluated for extension, relocation or replacement. The culverts were originally installed in 1960 and were then extended or replaced in 1990. A pipe condition report will be required. Initial inspection revealed most pipes to be in good condition.

Bridges – There is one bridge on the project located at RP 4.454. It was built in 1970 and is 79.553 m long and 11.43 m wide. The bridge has three spans with prestressed concrete beams. Initial inspection revealed the bridge to be in good condition. No bridgework is anticipated.

Traffic – Signing and pavement markings will need to be upgraded. The geometrics at the intersection of secondary 308 will be reviewed. The pindown curb in this intersection will be removed and replaced.

Mailboxes and Fencing – Mailbox turnouts will be provided at several locations on this project. The mailboxes will be clustered where feasible. The project will be fenced according to the right-of-way agreements.

Design Exceptions

Design exceptions will be necessary for the vertical grades and horizontal curves that do not meet the minimum specifications and are not reconstructed. A design exception may be necessary for the fill slopes, which may be steeper than standard to minimize impacts to wetlands or other features. No other design exceptions are anticipated.

Right of Way

Additional right of way will be required in various locations throughout the project on both sides of the existing centerline. The existing right of way is mostly 18.29 meters (60 feet) or 21.34 meters (70 feet) with areas narrowing to 10.37 meters (35 feet) and 15.24 meters (50 feet) and widening to 60.96 meters (200 feet). A cemetery exists at RP 9.0 on the right.

Utilities/Railroads

Utilities exist along the corridor. It is not anticipated that overhead power will be impacted, but a survey will be required. The widening and culvert activities may impact buried communication lines. There is no railroad involvement.

Survey

The project will be surveyed by photogrammetic methods. A pickup survey may be required in areas of tall vegetation. Northern Engineering completed a soil survey in April of 1988. After mapping is completed, the utility survey requirements will be evaluated to determine if a SUE survey is required.

Public Involvement

A level B public involvement plan will be developed for the project. This plan should include:

- A news release to the appropriate newspapers, radio stations and television stations explaining the project and including a department point of contact.
- Personal contacts with local government officials and interest groups.
- Personal contacts with adjacent landowners explaining the final design.
- An informational meeting, if the community expresses interest.
- Construction notification and information during construction.

The plan will be reviewed and any necessary changes made during the project development.

Enviromental Considerations

An appropriate environmental evaluation and document will be prepared for this project. There are wetlands on this project that will need to be delineated and it is anticipated that some of the wetlands will be impacted.

Traffic Control

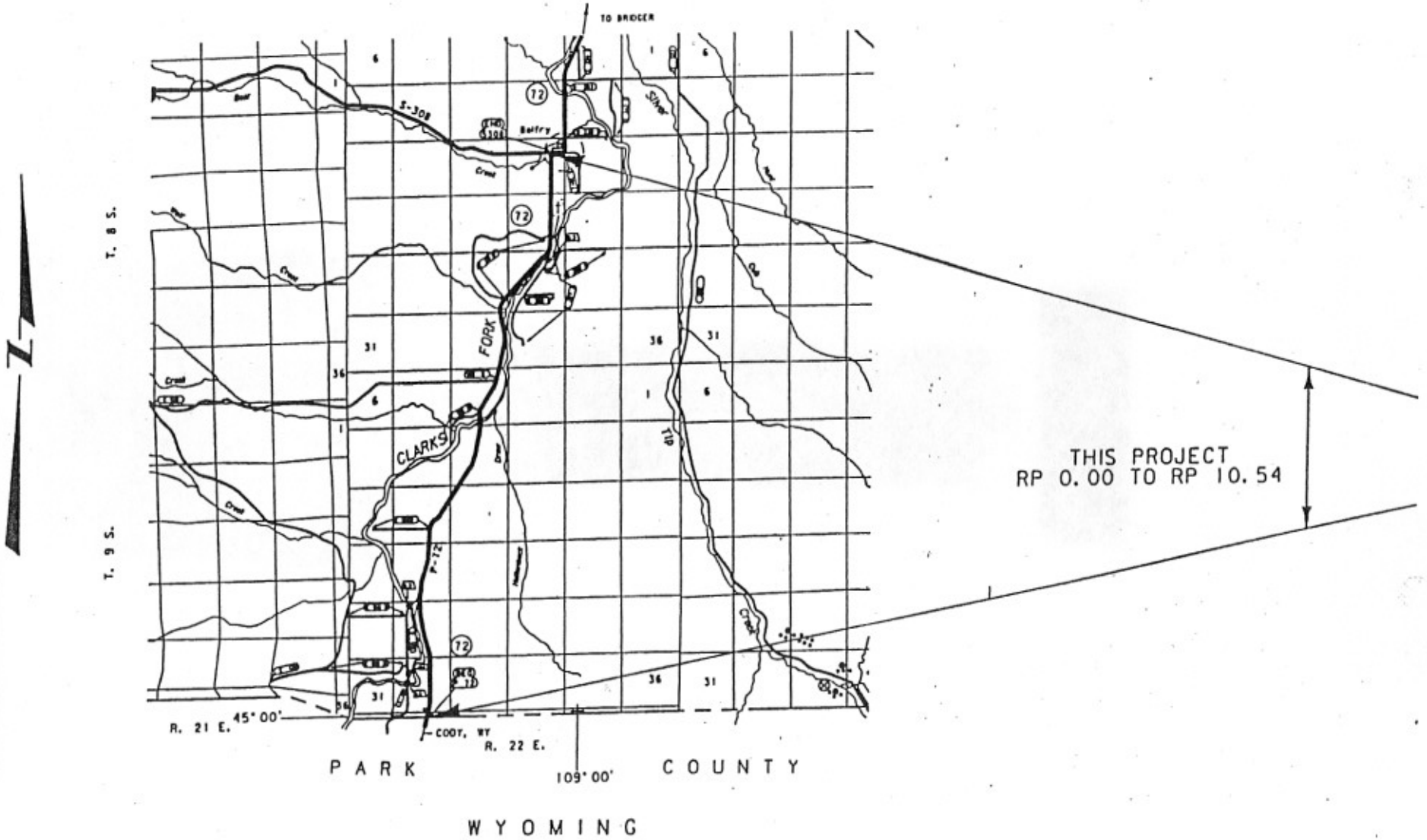
Traffic will be maintained throughout the project construction locations with appropriate signing and flagging in accordance with the Manual of Uniform Traffic Control Devices.

Cost Estimate

The cost of this project is $4,200,000 for the letting year 2002. This is based on $225,000 per kilometer for 17 kilometers in 1999 with 3 years of inflation at 3% compounded annually.

Attachments: Map, Survey Request Form

WYOMING LINE – BELFRY



U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

NRCS-CPA-106 (Rev. 1-91)

MASTER FILE COPY

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 10/23/03 — Sheet 1 of 2
1. Name of Project WYOMING LINE-BELFRY	5. Federal Agency Involved U.S.Dept.of Transportation-Federal Highway Administration
2. Type of Project RESURFACE/WIDEN,RURAL (highway)	6. County and State Carbon, Montana
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS — 2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐	4. Acres Irrigated — Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: % — 7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System — 10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	75 ±*			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	285±*			
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*				
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use — 15	15			
2. Perimeter in Nonurban Use — 10	10			
3. Percent Of Corridor Being Farmed — 20	15			
4. Protection Provided By State And Local Government — 20	0			
5. Size of Present Farm Unit Compared To Average — 10	0			
6. Creation Of Nonfarmable Farmland — 25	0			
7. Availablility Of Farm Support Services — 5	0			
8. On-Farm Investments — 20	2			
9. Effects Of Conversion On Farm Support Services — 25	3			
10. Compatibility With Existing Agricultural Use — 10	0			
TOTAL CORRIDOR ASSESSMENT POINTS — 160	45			
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	100			
Total Corridor Assessment (From Part VI above or a local site assessment) — 160	45			
TOTAL POINTS *(Total of above 2 lines)* — 260	145			

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
A	75	10/23/03	YES ☐ NO ☑

5. Reason For Selection:

Under the provisions of 7 CFR 658.4(c), Part (2) "(s)ites receiving a total score of less than 160" (will) "be given a minimal level of consideration for protection and no further sites" (need) "be evaluated." *Note: amounts for items "A." & "C." in "Part III" above are based-on preliminary estimates.

Signature of Person Completing this Part: — DATE 10/23/03

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with $1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points